



**Issue
No. 78**

The Official Publication of the
**NATIONAL LOCKSMITH
AUTOMOBILE ASSOCIATION™**

07.06

2007 Dodge Caliber



1. The 2007 Dodge Caliber is the replacement for the compact Dodge Neon. The 5-Door hatchback Caliber is available with many options and power plants, from the 1.8L 148 H.P. base model SE to the turbocharged 2.4L SRT-4 version that puts out 300 horses. Transponder immobilizer system is standard on all models. The ignition lock has also been redesigned away from the common Chrysler side-bar design, to use standard tumblers. The Y-159 will still operate as a work key, while the dealer-only remote key part number 5175786AA or STRATTEC 692352 can be programmed to the vehicle.

Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com

Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com

Product & Technology Sales,
Transponder Information Resources

2. The model worked on had both door locks, drivers and passenger side. It is a real pain to remove, so to generate a first key I would definitely elect to use the EEZ Reader or Determinator before pulling this panel. Removing the door lock is not fun, as you will see in this article.

The door panel is incorporated into the door latch, the window regulator, the window supports and glides. Basically you have one big piece of integrated components. Expect to see more of these systems on low-end models as time goes by since they are cheaper to build. Since they are all connected together it makes it quite difficult to properly get to the lock in a professional manner.



National Locksmith Automobile Association™

Publisher
Marc Goldberg

Director
Greg Mango

Printed in the U.S.A.
NLAA, a division of the National
Publishing Company
Publishers of
THE NATIONAL LOCKSMITH

1533 Burgundy Parkway
Streamwood, Illinois 60107
Phone 630-837-2044
Fax 630-837-1210

E-mail address:
natllock@aol.com

Unsolicited manuscripts are
accepted, but must include SASE.

©2006 National Publishing Co.
All rights reserved.

Issue No. 78

Manufacturers: Interested in
offering rebates or discounts to
NLAA members? Contact Marc
Goldberg at the Home Office



3. First remove the Torx bolt at the bottom of the inside handle-pull.

4. Next, remove the cover below the inside door handle.



5. Remove the Torx screw below the inside door handle.

6. There are two 10mm bolts at the bottom of the panel.

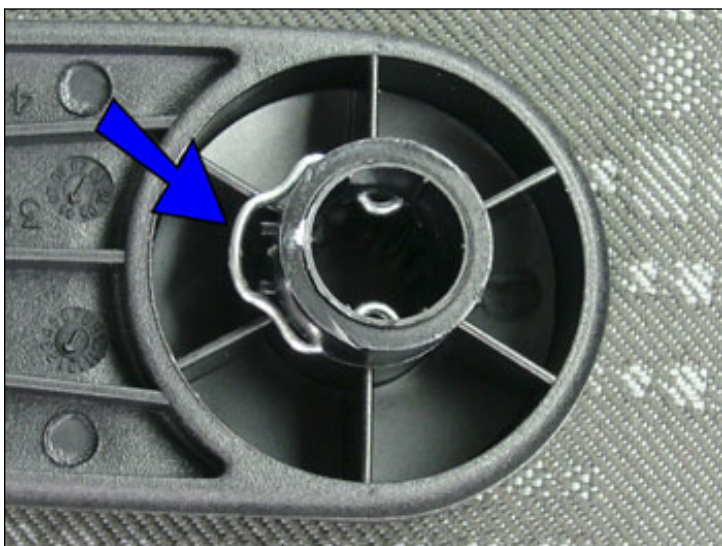




7. Remove the two 10mm bolts at the bottom of the panel.



8. The window crank handle can be removed by inserting the clip tool as pictured.



9. The window crank handle use the standard "C" clip as pictured.

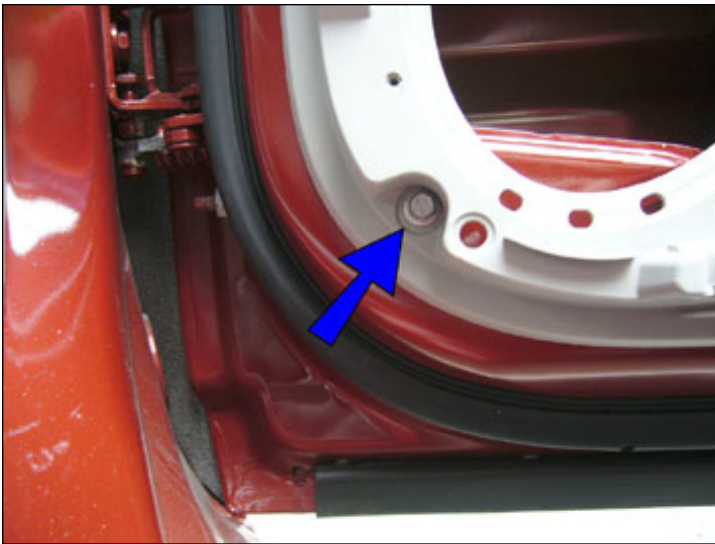
10. Unsnap and remove the trim piece on the top forward edge of the door panel.



11. Unsnap and remove the speaker cover.

12. Now remove the 4 Torx screws holding the speaker to the door.





13. Once you remove the speaker—you will see another 10mm bolt that has to be removed.

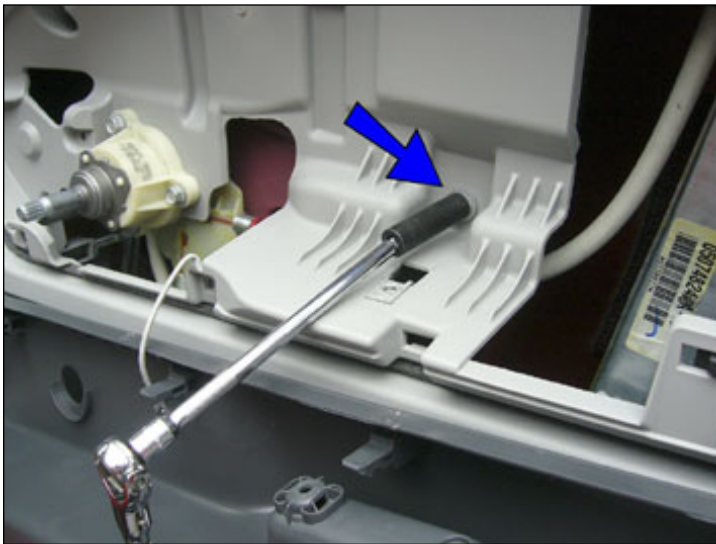


14. The center section of the panel will now have to be separated from the main section of the panel.



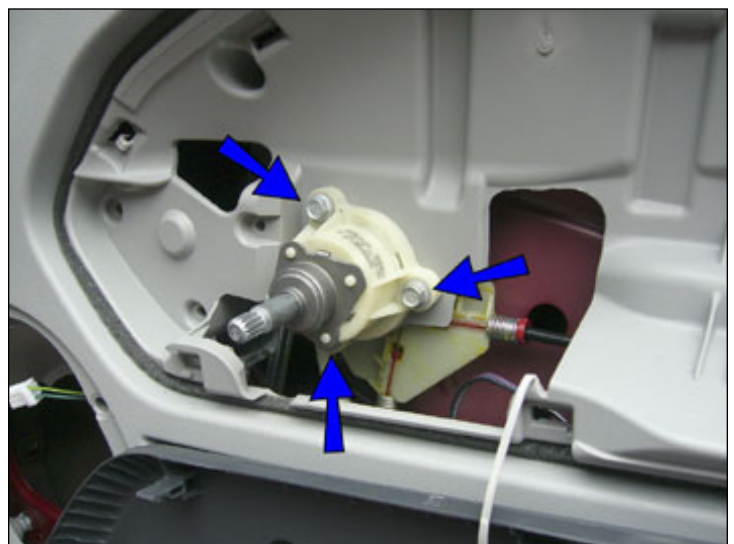
15. The center section is held in by some good-sized plastic hook clips.

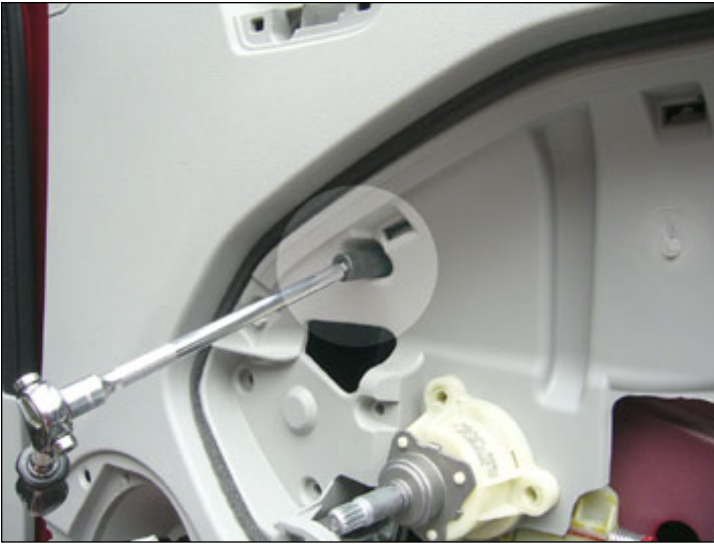
16. There are two tethers that hold the center section to the main panel. You can leave them there or remove them if they get in your way.



17. Now comes the real work. First is to remove the next 10mm bolt.

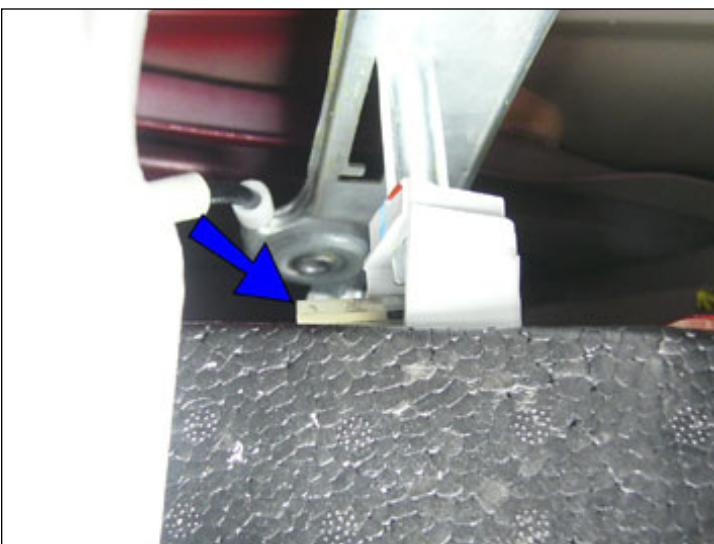
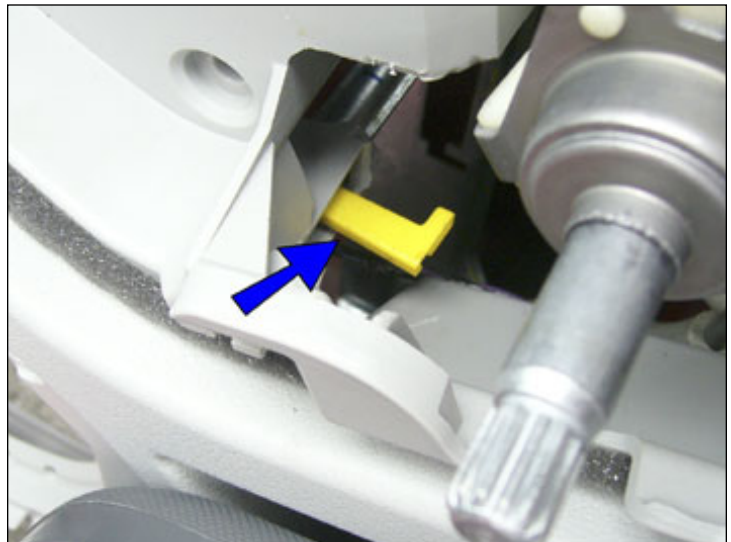
18. Remove the three 10mm bolts that secure the window regulator to the door.





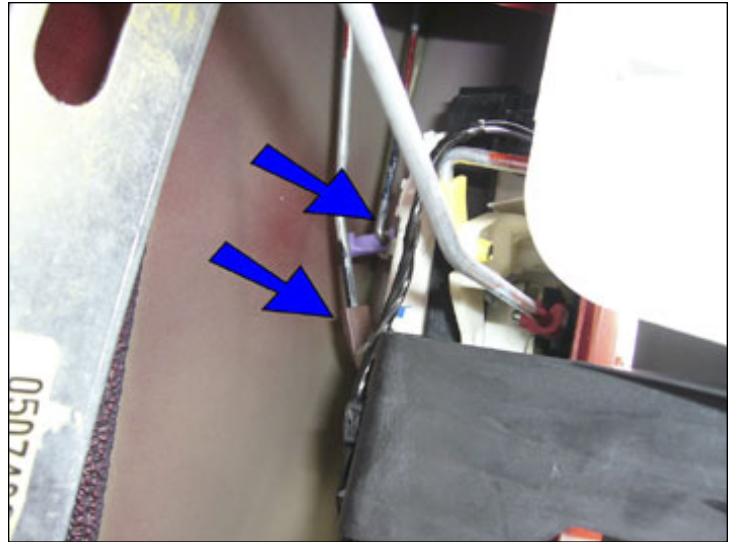
19. There is another 10mm bolt that must be removed above the window regulator.

20. The main section of the door panel connects to support bars on the forward and rear section of the window tracks. On the forward section remove the Yellow keeper that secures the panel to the support bar. Wiggle it off with needle nose pliers.



21. The keeper is dirty white in color and can be seen when only pulling outward on the rear section of the panel.

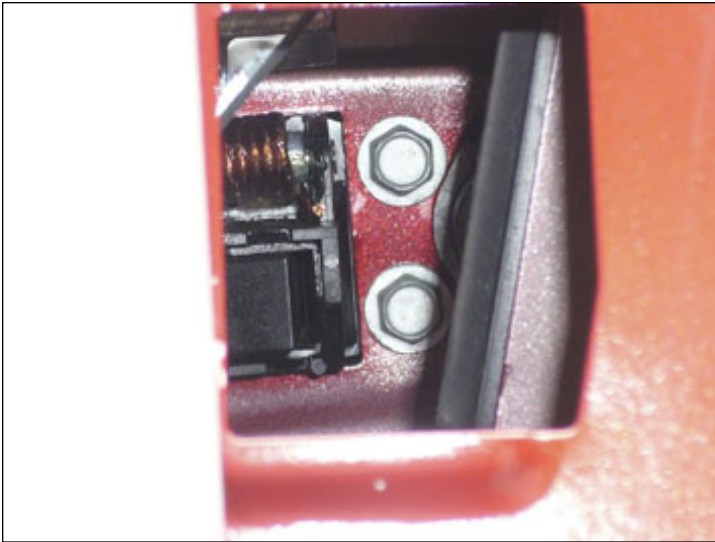
22. Next, unclip the two linkage rods coming down from the door handle.



23. Remove the three Torx screws that secure the latch to the door edge.

24. Now you will be able to slide the panel enough to expose the access hole for the door handle. There may be another way to do this, but I doubt any other way will not cause damage to one of the components in the door.





25. There are two 8mm Torx bolts that secure the outside handle to the door. Remove the bolts and be careful not to drop the bolts in the door cavity. If you do drop them you will need a magnet to get them out of the door cavity crevice.



26. The outside handle can now be pulled out far enough to take the lock cylinder out.



27. The lock cylinder removed from the car.

28. The lock cylinder has re-usable cap and the tailpiece is held in place by a "C" clip.



29. Once you remove the face cap you will see that the lock has a modular shutter door assembly and should require no maintenance.

30. The lock cylinder contains the last 7 tumblers in positions 2 thru 8.





31. Although the side-bar design ignition design has been discontinued, the lock still uses an active retainer, the cylinder must be in the “ON” position to be removed.

32. This car is equipped with a “Knee” airbag. However there should be no reason to remove it.



33. Begin by removing the two recessed Phillips head screws that holds the two shroud halves together.

34. There is one on the left side and one on the right.



35. There is another screw, a Torx, on the bottom of the shroud that has to be removed.

36. The top section of the shroud should unsnap easily.





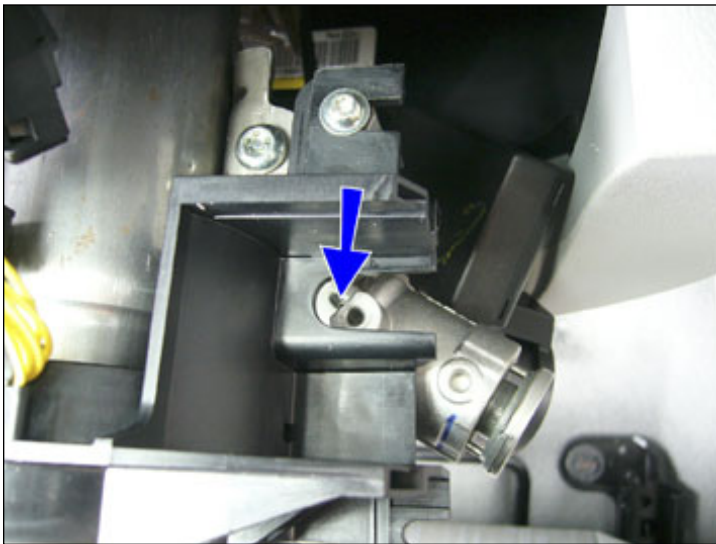
37. The bottom section of the shroud will take a little bit of wiggling to get it out of the way. Remember to use the tilt lever to assist in moving the column up and down.

38. The antenna ring encircle the front of the ignition lock.



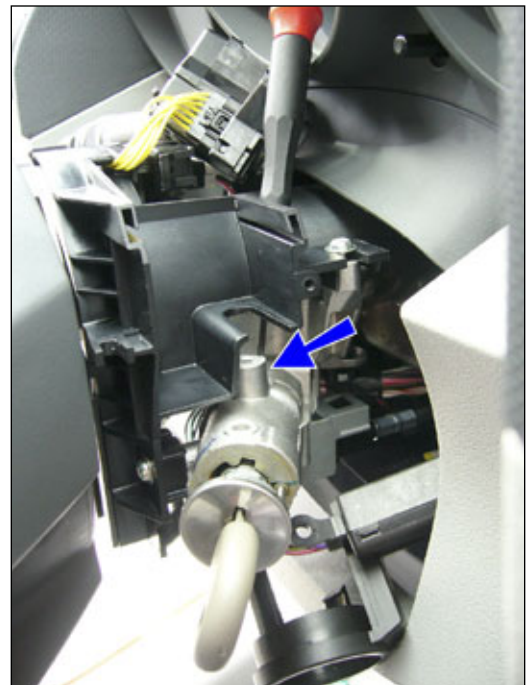
39. To get to the access hole to depress the active retainer you will have to remove a couple of obstacles. The first one is the right side flip lever (wiper control arm). There is a Phillips screw on the side to be removed.

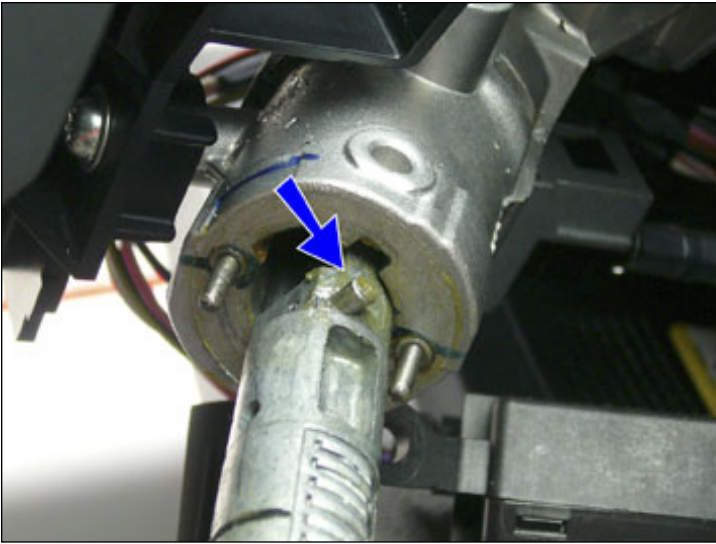
40. Once you have the flipper lever out of the way— you will now access to the Chrysler Skreem module— also known as the antenna ring module. Remove the screw and unplug the Skreem module and move it out of the way.



41. The access hole for the retainer is somewhat obscured by the Skreem module screw post. The access hole is behind the post.

42. With the key in the “ON” position insert a small tipped tool in the access hole behind the screw post and depress the retainer to slide out the cylinder plug.





43. A view of the active retainer pin.

44. The lock cylinder plug removed from the column. The ignition lock contains all 8 tumblers. Note the new style of active retainer.



Hatch Lock Removal



45. The rear hatch lock cylinder is to the left of center on the rear hatch.

46. To remove the lock cylinder you will have to remove the inside hatch panel. There are two Torx bolts that need to be removed.



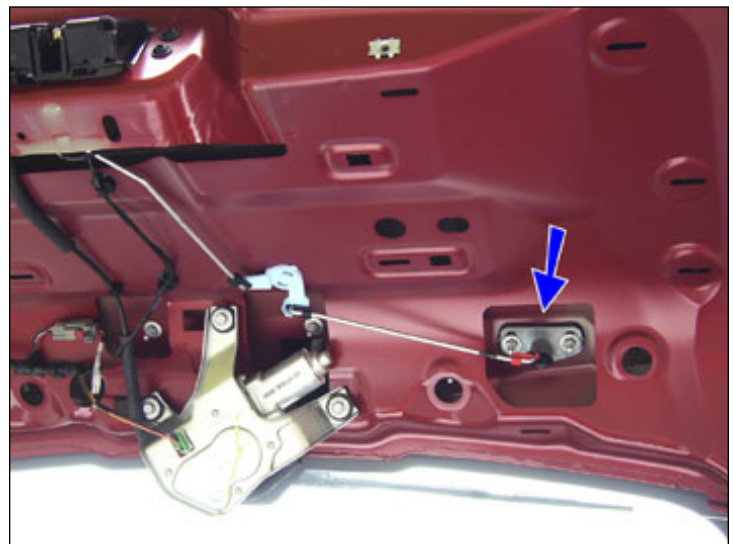
47. You will need to unsnap the mid-section connector on the panel on the left side.



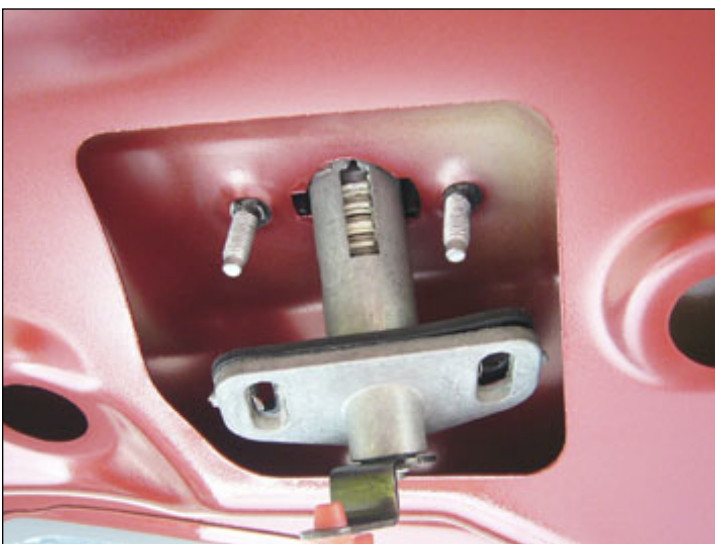
48. Next unsnap the other mid-section connector on the panel on the right side.



49. You can now unsnap the panel. The panel uses the metal type snap clips.



50. Once you remove the panel you will be able to see the lock cylinder.



51. The lock cylinder is held in by two 10mm nuts and the cylinder will slide out. You may have to wiggle it a bit.

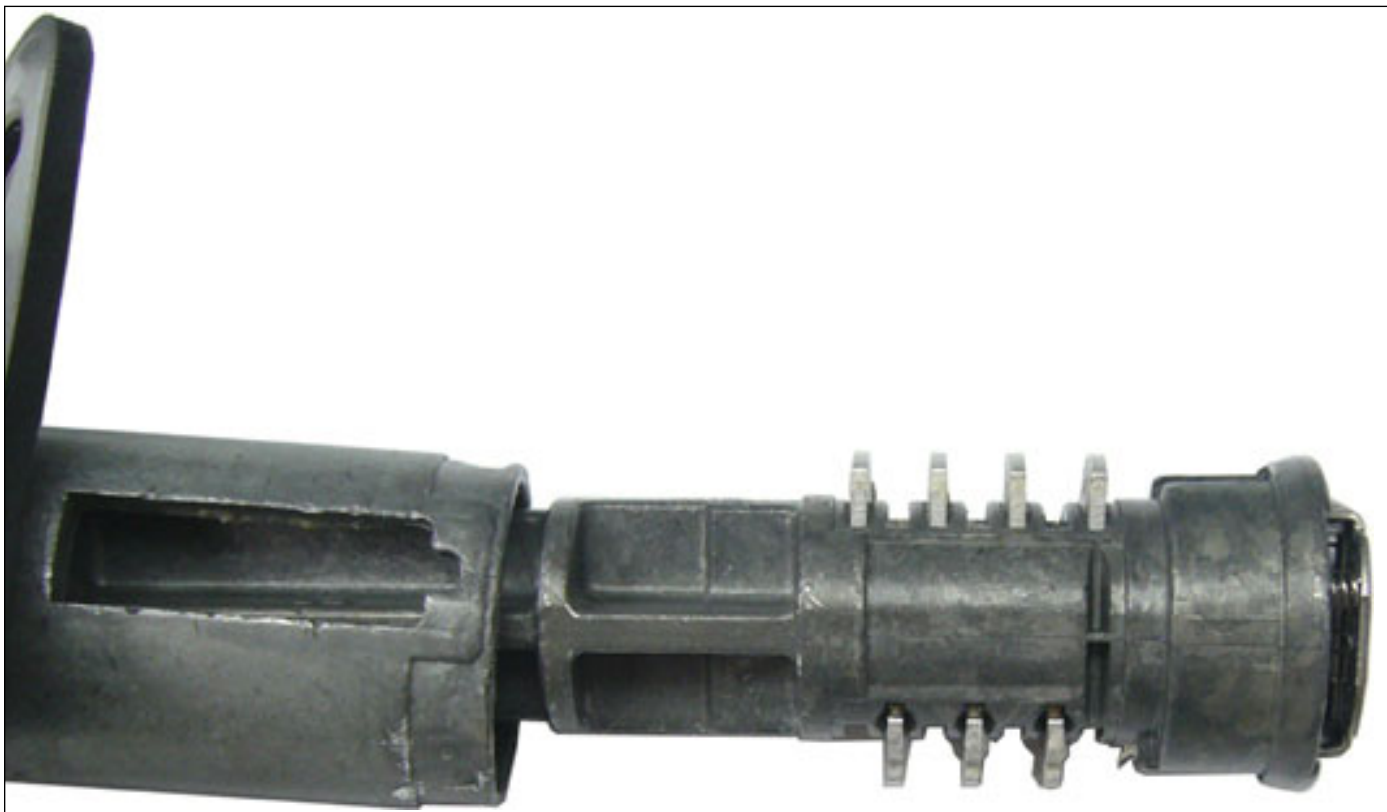
52. The lock cylinder removed from the car.



53. The lock cylinder tailpiece is held in place by a “C” clip.



54. The lock cylinder has re-usable cap.



55. The lock cylinder contains the last 7 tumblers in positions 2 thru 8.

TRL

NLAA
1533 Burgundy Parkway
Streamwood, Illinois 60107

STANDARD PRESORT
U.S. POSTAGE
PAID
DAYTONA BEACH, FL
PERMIT NO. 447